

GOVERNMENT RAILWAYS.

CHAP COMBINED RAIL AND RIVER EXCURSIONS TO THE HAWKSLEY RIVER.

WEDNESDAY—WISHEMAN'S FERRY TRIP.
Train leaves Sydney at 9.30 a.m., and Milson's Point at 8.30 a.m. Passengers reaching Windsor in time to take the 8.30 p.m. train, due Sydney at 9.15 p.m.

FRIDAY—HAWKSLEY RIVER TRIP.
Train leaves Sydney at 9.30 a.m., and Milson's Point at 8.30 a.m.

Return Fare (including trip to Steamer): First-class, 2s; second-class, 1s 6d.

SATURDAY—ROUND TRIPS, SYDNEY-HAWKSLEY-HAWKSLEY.

Train leaves Sydney at 9.30 a.m., and Milson's Point at 8.30 a.m. Passengers reaching Windsor in time to take the 8.30 p.m. train, due Sydney at 9.15 p.m.

Passenger will like to book in the reverse direction by train leaving Sydney for Windsor at 1.30 p.m. on Saturdays, proceed by Steamer to Wisheman's Ferry, and return Sunday, Monday, Wednesday, or Thursday with a round trip to Hawksley.

Return Fare: First-class, 1s 6d; Second-class, 1s.

Light Refreshments obtainable on Steamer.

Tickets for above trips may be obtained at Sydney, Parramatta, Hurstville, Milson's Point, and intermediate stations.

In full particulars are obtainable from Station-masters, (18-17) By order.

AMUSEMENTS.

THE ROYAL BESSES OF' TH' BARN BAND.

TOWN HALL.

Director of J. and N. TAIT.

"Back to the Land Rich in Wonderful Memories."

SECOND AUSTRALIAN TOUR SECOND AUSTRALASIAN TOUR

The Famous

BESSES OF' TH' BARN BAND.

(Photograph in the World)

ENCOURAGING THE RETURN SYDNEY SEASON

on

THURSDAY EVENING, 8.30 P.M.

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NINE EVENING CONCERTS ONLY

NINE EVENING CONCERTS ONLY

(Special Matines to be arranged.)

COMPLETE CHANGE OF PROGRAMME AT EACH PERFORMANCE.

THE BESSES' recent South African and New Zealand tour has been a resounding success, and the Band—which has been augmented since its last visit—now numbers 32 instruments, all solists of distinction, and is conducted to be

MORE POWERFUL THAN EVER!

BOX PLATE OPEN AT PALMERS, 12 O'CLOCK SATURDAY MORNING NEXT.

Touring Manager, W. A. BATCHELOR.

COLONIAL THEATRE THE B.E. 144. Direction J. D. Williams.

TO-DAY AN ENTIRE CHANGE

TO-DAY

PROGRAMME.

TO-DAY featuring the following selected subjects for the rest of the week:

THE UNCHANGING SEA: A modern drama, inspired by Captain Cook's "Journal of a Voyage to the South Seas."

The scenic beauty of this subject is exceptional, being a picture of the most beautiful parts of California.

MELBOURNE HOLDING STATION, showing in detail the terrible disaster.

CHIEFLY INDIAN MASSACRE: A battle of this blood-thirsty Indian Chief, BRAHMA AS A MILITARY APPOINTMENT: One of Parker's series. Fun, gay, and rollicking, with a touch of pathos.

THE CAPTAIN: Very Powerful and Interesting Drama. Many other big hits.

TEA-LEAVES: A new Orderly, now Evening.

Our Popular Matines, from 11 a.m. to 1 p.m., are always a success, and the programme includes special subjects shown, in addition to the above.

THE ARABIAN LIFE FLOWS ALONG

AS IT WAS IN THE BIBLE AS THE SHEPHERD'S SONG."

W. G. Hall—TO-NIGHT 7.30 P.M.

A BRIGHT W. HURST,

UNDER THE PATRONAGE OF THE HIGHLAND SOCIETY, N.S.W.

Mr. WALTER BENTLEY will conduct.

"W. H. HURST": Mr. Walter Bentley will recite: "That's 'Rotta a Man"; "A Man's a Man for Me"; "The Costar's Castle"; "The Queen's Prayer"; "Miss Winnie"; "Prize"; and "Mr. and Mrs. Smith".

Mr. JAMES MUIR, Chairman.

The Plan and Tickets are now ready.

Douglas Anchorage, Manager.

PAUL JENKINS' LADIES' CONCRETE BAND CONCERT.

VICTORIA HALL, COOGI, MANLY, 7.30 P.M.

assisted by LEADING ARTISTS.

SPICIAL ENGAGEMENTS FOR M. E. T. STRONG, HORNBY'S BUILDING, 72 York-street, Sydney, 10 a.m. to 12 noon, 12.30 p.m. to 1.30 p.m.

ADMISSION 1/-, LILIAN CHAUVEL, Hon. Secretary.

GALACHIUM.

INTERSTATE ICE HOCKEY.

VICTORIA v NEW SOUTH WALES.

TO-MORROW (FRIDAY), 1/2 past 12, at Victoria Ice Hockey Team.

Prize, £100.00. Admission 1/-.

FIRST MATCH, SATURDAY NIGHT.

INTERSTATE ONE MILE CHAMPIONSHIP and NOVICE RACES.

GLACIUM.

DUNBAR POOL, Manager.

GRAND BILLIARD MATCH.

On one of ALCOCK and CO.'S Standard Tables.

JOHN ROBERTS (Bromley) (Continued from page 187)

conceding.

ROBERTS, JAMES, CHAMPION OF AUSTRALIA.

1900 in Match, with Bonville Ball, and under

the direction of COOK, VICTORY.

BUHL, ADAMSON, 4s. 6d.

GREAT RAILWAY STRIKE.

GRAND TRUNK OF CANADA.

ELEVEN THOUSAND MEN OUT.

TRAFFIC ALMOST PARALYSED.

LONDON, July 19.

The employees of the Grand Trunk Railway, not being successful in their endeavour to obtain an increase of 40 per cent. in their wages so as to bring them on a level with wages of the Canadian Pacific railway employees, have declared a strike throughout the whole system.

Since yesterday the strike has rapidly spread, and already there are 10,000 strikers west of Detroit.

The men of the Central Vermont railway system have struck in sympathy, having come out. Traffic on this system is at a standstill.

An early settlement is expected.

Later.

Many men on the Grand Trunk lines throughout Canada have struck. Half the passenger trains and all the goods train are at a standstill.

July 20.

The Montreal correspondent of the "Daily Mail" reports that 11,000 men of the Grand Trunk lines are idle, including 7000 in the workshops.

Renter's correspondent states that a large force of special constables has assembled at Montreal to cope with emergency.

The dislocation of business is widespread. As there is a lack of transport, Booth's pulp mills at Ottawa have closed, thus throwing 2000 more men.

LARGE INCREASE OFFERED.

MEN REFUSE ARBITRATION.

STANDARDISATION WANTED.

Mr. C. M. Hays, president of the Grand Trunk, in the course of a statement at Ottawa, asserted that the increase offered to the men by the company averaged 18 per cent., with a guarantee of further advances when the Grand Trunk Pacific line is completed. In 1913.

This offer being refused by the employees, an offer was made by the company to submit the dispute to arbitration. This likewise met with refusal.

The Toronto correspondent of the "Daily Mail" telegraphs that the object of the strike on the Grand Trunk lines is to secure the standardisation of wages and working rules, such as prevails on the eastern American railways.

The Minister for Railways, Mr. G. P. Graham, has offered to mediate, and Mr. Hays is willing to accept the offer.

The eastern terminus of the Grand Trunk Railway of Canada are Quebec and Portland, Maine. U.S.A., and several western roads branch off from Detroit, Chicago, Milwaukee, and Muskegon, the last two cities being in Michigan. The Grand Trunk, Buffalo and Lake Huron, the Canadian Atlantic, the Canadian National, the Grand Trunk, the Grand Trunk Western, the Chicago, Detroit, and Canada Grand Trunk Junction, and some smaller branches.

UNITED STATES RAILWAYS.

INCREASED EARNINGS.

THEIR HEAVY DEATH ROLL.

LONDON, July 19.

The earnings of the railways in the United States show, during 1909, an increase of £19,000,000. During the year the passengers killed numbered 6722, and 35,826 were injured.

PENNSYLVANIAN SYSTEM.

MEN ACCEPT COMPROMISE.

LONDON, July 20.

The dispute on the Pennsylvanian railways has been settled by a compromise. The railway men asked that the number of hours for a day's work should be reduced from 11 to 10, and that the day's wages should remain unaltered.

Instead, the railways offered a 10 hours' day, with a proportionate reduction in pay, but in cases where only part of a day is worked the full day's pay shall be granted. The men accepted the offer of the company.

PREFERENCE FIRST.

AMERICAN RECIPROCITY MAY FOLLOW.

SIR W. LAURIER'S DECLARATION.

LONDON, July 19.

Sir Wilfrid Laurier, Prime Minister of Canada, on arriving at Winnipeg yesterday, was met by a deputation of farmers, who asked for reciprocity with the United States.

Sir Wilfrid Laurier declared his willingness to negotiate a treaty of reciprocity with the United States, but preference will Great Britain must not be precluded, that stood first and last for all time.

AMERICAN METHODS EXPOSED.

A TARIFF DODGE.

Sir Wilfrid Laurier, in the course of a speech at Brandon, said that the American tariff, which included agricultural implements free of duty, but the duty of 45 per cent. on parts excluded, had been introduced.

If reciprocity was introduced, Sir Wilfrid Laurier said, it would relate to every part of the implement. He was anxious to secure a fair workable trade treaty with the United States, in order to secure that market for Canadians; but the Canadians should follow the American example and put their interests first.

PRESS TELEGRAPHIC RATES.

FURTHER REDUCTION URGED.

LONDON, July 19.

The Council of the Empire Press Union reported that a further reduction in telegraphic rates for press messages is imperative.

Wireless telegraph systems, it is pointed out, are now at present for the demands of the press.

THE KING'S CORONATION.

CEREMONY IN JUNE.

LONDON, July 19.

The coronation of King George will take place in June, but the date has not yet been fixed.

In consequence of the dearth of labour on the construction works of the Grand Trunk Pacific railway line, Canada has decided to admit railway construction labourers from all countries, except from Asia, on the contractors of the railway companies guaranteeing work.

A LARGE FRAUD.

Louis Mandelbaum has been arrested at Ottawa on a charge of robbing Messrs. Marks, bankers, of Liege, Belgium, of £16,000.

PROSPECTS OF AUSTRALIA.

HER IMMENSE RESOURCES.

ADDRESS BY SIR GEORGE REID.

LONDON, July 19.

Sir George Reid, High Commissioner for Australia, delivered an address at the Commonwealth Office, in which he explained the financial position and the prospects of Australia.

The editors of 12 financial papers in London were present.

Sir George Reid, addressing the editors, said that no country to-day was in a sound financial position than Australia. She might have done more perhaps in the way of establishing sinking funds, but it was infinitely better to use the money for the development of the country.

The High Commissioner emphasised the use of loan money in the construction of trams, telegraphs, telephones, water and sewerage works and harbour works, all of which did infinitely more to enhance the security of the loan than if the money was deposited in the bank.

The expenditure on immigration was the most reproductive in the world. The Australian did not depend on any one thing, but on her enormous resources, her pastures, her agriculture, and her minerals. Australia was not only loyal in providing for defence, but her mercantile transactions and her commerce showed a magnificent attachment to the British people.

Sir George Reid concluded the interview by stating that his meeting the editors was not due to any instructions from Australia to prepare the way for a Commonwealth loan.

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THE RAILWAY DISASTER.

THE INQUEST OPENED.

INSPECTING THE WRECKAGE.

AGITATION FOR INDEPENDENT INQUIRY.

MELBOURNE. Wednesday.

The inquiry into the Richmond railway disaster was commenced yesterday by Mr. Corcoran (Dr. Cole) and a jury of seven. Mr. Starkie and Mr. Mann appeared for the Railway Commissioners; Mr. Corr, instructed by the Victorian Locomotive Engineers' Drivers, Firemen, and Cleaners' Association, for the drivers and firemen who were on the two engines which met in the collision; Mr. W. H. Wright, one of the passengers killed; and Mr. J. Woolf represented a number of the injured.

"You are here as a magistrate as well as a Grand Jury, although in this case criminal blame may be apportioned, and a charge of manslaughter may be preferred. If the man is not bound by those rules, you can use your knowledge and skill to channel the evidence. You may have to decide with a view to perfecting the scheme and shortly before Mr. Johnson took his departure for England he left a proposal with the Government. Investigation by the Government Statistician has shown that this scheme again proposed originally made have been accepted and certain modifications, but it is hoped that the outline for superannuation allowance now published will be satisfactory to all concerned.

VOLUNTARY SCHEME UNSUITABLE.

It was found at an early stage that any voluntary scheme would not be popular, and think the person most to blame, and say that is the man who has got to bear the burden of the sin in this matter.

I am not in opposition to the blame where blame is due. In these railway accidents many causes may combine together as was the case. It comes more than one individual to make a railway accident. It may be the Railway Commissioners to blame, it may be the driver or fireman, or the conductor.

Mr. Starkie said that the committee had agreed to the proposal, and that the Attorney-General would be asked to consider it.

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Mr. Johnson said that the Attorney-General would be asked to consider it.

Mr. Corcoran said that the Attorney-General would be asked to consider it.

Mr. Starkie said that the Attorney-General would be asked to consider it.

Mr. Mann said that the Attorney-General would be asked to consider it.

Mr. Corr said that the Attorney-General would be asked to consider it.

Mr. Wright said that the Attorney-General would be asked to consider it.

Mr. Woolf said that the Attorney-General would be asked to consider it.

Mr. Johnson said that the Attorney-General would be asked to consider it.

Mr. Corcoran said that the Attorney-General would be asked to consider it.

Mr. Starkie said that the Attorney-General would be asked to consider it.

Mr. Mann said

